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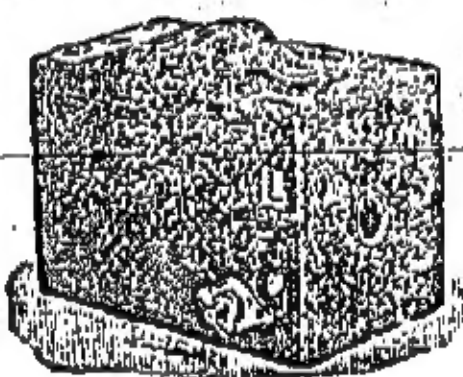
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The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.I.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, SEPTEMBER 12TH, 1904.

With the spread of the British Empire, a question of much importance is forcing itself into consideration, and must before long come within "measurable distance of practical politics"—the question, namely, of the extent to which the Home Authorities are justified in interfering with the action of Colonial Governments. This question is by no means a new one. In different shapes, it has arisen ever since Great Britain first established Colonies in any form. Its being originally completely misunderstood was the cause of the breaking off of the American Colonies; and its continuing to be at least imperfectly misunderstood may yet bring trouble to the Empire: so that the time is not far distant when it will require the utmost wisdom and tact on the part of our statesmen to prevent conflicts of interest or opinion between the Home and Colonial Governments taking an acute and dangerous form.

The day is fortunately long past when it was imagined that Possessions in all parts of the world could be adequately governed from Home. The lesson from the American secession was not forgotten. If anything it has been remembered a little too well; and there has been a tendency to look upon granting representative institutions to any given Colony as a panacea for every ill. The step is, of course, a most desirable one; but, though its adoption has been attended with the happiest results, it has not by any means had the effect of relieving the Home Government of all responsibility, and has left much still to be done by the Central authorities, whose duties in connection with the Colonies are yearly increasing both in extent and in importance.

The Colonial Office, though it has not been free from blunders—some of a very serious character—has upon the whole adopted a liberal and enlightened policy; and, by degrees, the principle has become established that the Home Government will not interfere with measures adopted in Colonies having representative institutions, so long as such measures do not conflict with Imperial interests. It has been found better in all other cases to leave people alone and permit them to manage their own affairs. This at

least is the principle recognised in official quarters; and, if at times it has been departed from, it is fair to admit that it has, as a rule, been conscientiously acted up to.

Of late, however, a counter tendency has become observable in an unexpected quarter. While the Colonial Office itself has become less inclined to interfere in purely local Colonial affairs, there has been an increasing desire on the part of Parliament to force that Office, in given cases, to recur to a policy of interference which the latter has long very wisely discarded. Questions by individual members put to the Government not only upon Colonial but even upon the more delicate subject of Foreign Affairs, have always been recognised as a salutary "fillip" to sluggish officials, and have often produced useful results. The member who, like Dickens' clerk, at the Circumlocution Office, "wants to know, you know," is a useful factor, and no reasonable person can object to him, provided his questions are put bona fide and on their true merits. But it is a very different thing when for party purposes an attempt is made, as has of late been too frequently the case, to embarrass the Government by forcing it to interfere in some Colonial question which it would otherwise leave to be dealt with by those upon the spot who fully understand its bearings, and who are directly interested in its settlement.

The recent fussy interference with the question of Chinese emigration to the Transvaal forms a good illustration of this new departure. That Colony is perfectly well able to take care of itself; and it was only because of the manifest necessity of a centralised Government for a certain time after the war that representative government was not granted to it; while Lord Milner declared that he would, as far as could be, consult the wishes of the people as nearly as possible as if they had representative institutions, and did so with regard to this very subject. Yet a party question must be made of the matter in England, and a number of British Members of Parliament, who cared as much for the coolies as for the King of the Cannibal Islands, must get up and, in speeches in which (to borrow an inimitable expression) they displayed "an extensive ignorance of the whole subject," declaim about "slavery," "British honour," and Heaven knows what else, in reference to the gigantic question whether Hon-Ching and Fong-A-Ling should earn 50 or 60 cash a day as carrying coolies or sampan-men in China or (thanks to low exchange) half a dollar a day as miners in South Africa, with free passage there and back, and "as much as they want to eat."

Fortunately in this case the members were not to be taken by the proverbial "catchwords," however plausible, and the attempted interference was frustrated. But the whole proceedings afford food for reflection as to the dangers attending political tactics of the kind above indicated. Had the Government been forced to yield to the pressure brought upon it not only would considerable commercial harm have been done, but grave discontent would undoubtedly have been engendered. It is to be hoped that means will be found to put an end to tactics of this nature, and that the rule of not interfering with Colonial measures, except where they involve Imperial interests or go counter to recognised principles, will be rigidly adhered to. Hitherto it has been found quite possible to do this without any undue weakening of the Home authority, which, within its proper sphere, is an important element in Colonial Government. Rightly applied, it is the best guarantee for efficient administration and even-handed justice. But such authority cannot be maintained except it be exercised reasonably and within its proper limits, and it will be a bad day for Imperial as well as Colonial interests in all parts of the world if the needless interference of former times on the part of the Colonial Office, now happily abandoned in favour of a more liberal policy, be revived in the form of interference by Parliaments, often only for party purposes, and too frequently without any real knowledge of the questions upon which irresponsible members undertake to dictate.

The French Mail of the 10th August was delivered in London on the 9th inst.

The name of Charles Hamilton Raw has been added to the local list of authorised architects.

Quarantine restrictions at Straits Settlements, placed on arrivals from Hongkong, have been removed.

On and after 1st October next "British postal orders will be cashable at Hongkong and its agencies in China."

From the 1st October, next money orders will be obtainable at the Hongkong post-office, payable in Transvaal Colony.

One Chinese fatality, due to plague, was reported on Saturday.

The September Criminal Sessions commence on the 19th inst. at 10 a.m.

The Hongkong Volunteers may go into camp at Stonecutter's Island some time about the middle of next month.

Mr. P. P. J. Wodhouse, assistant superintendent of police, left by the P. & O. s.s. *Chusan* on nine months' leave.

It is contemplated for the future to publish all medical reports, or extracts from them, in the *Journal of Tropical Medicine*.

Hongkong continues to place quarantine restrictions on arrivals from Tainan-fu and Anping, in Formosa; and Amoy. Plague is prevalent in these places.

Manila, Indo-China, Netherlands India, Burma, Shanghai, Siam, Kopal, Madras, Bengal, British North Borneo, Labuan and Newchwang still have quarantine measures adopted against Hongkong.

Seven doctors arrived from Australia, for service in the steamers employed in the South African coaling emigration, by the s.s. *Chinglu*. Two doctors will be assigned to each steamer.

European members of the Y.M.C.A. continue their tri-weekly lunch bathing parties, sometimes as many as forty attending. When the weather becomes cooler, picnics may be arranged.

The rainfall of August, as registered at the Hongkong Observatory, was 27.6 in. The mean temperature for the month was 80.8 degrees; maximum, 86 degrees; and minimum, 77.2 degrees.

It is proposed to call the new structure at the corner of the Praya and Ice House Street St. George's Building; and the others near King's Buildings, York Buildings and Royal Buildings.

The damage to the s.s. *Sharnut* is extensive. The propeller blades are bent and stern-post broken. Repairs will take about six weeks. While the stern-post is being repaired the *Sharnut* will anchor at Junk Bay.

The name of Augusto Carreira D'Azeredo, a member of the College of Medicine of the University of Oporto, Portugal, has been added to the register of medical and surgical practitioners qualified to practise medicine and surgery in this Colony.

Shurji Chwashti Sanjana, the Parsee barrister desired at Bombay to answer a charge of forgery, left for India, in custody of Inspector Power (Bombay Police), by the P. & O. s.s. *Chusan*. He was, it will be remembered, brought from Manila, and his rendition was obtained from the Hongkong Government.

H.E. the Governor has appointed the following gentlemen to be members of the board of examiners for local pilots: The Assistant Harbour Master; the Commander (in) of the Naval Yard; the King's Harbour Master of H.M.S. *Tamar*; Mr. Thomas Philip Hall; Mr. Stephen McLaguer; and Mr. Frederick Archibald Brown.

A list of firms in correspondence with the Harbour Master, as representing the Commercial Intelligence Department of the Board of Trade, as to prospective openings in the Colony for trade, is published in the Hongkong Government *Gazette*. The Harbour Master will give further information to such persons as may apply to him.

	Average	Reserve
Chartered Bank	8,340,479	\$2,200,000
H. K. & S. Bank	811,213,911	87,000,000
National Bank	8,397,039	\$150,000
Total	\$15,016,429	\$2,350,000

Capt. Arbutnot Leslie, A.D.C. to Sir Matthew Nathan, having been summoned home on urgent private affairs, Capt. Smith E.A. has been appointed to the post at Government House. He has relinquished one "A.D.C." for another, having given up his part in the cast of *Dorothy*, in the Amateur Dramatic Club's forthcoming entertainment. Capt. Arbutnot Leslie left in H.M.S. *Terrible*.

No important cases were heard at the Police Court on Saturday, when Mr. J. H. Kemp J.P. was sitting. A youth from Macao was bound over for good behaviour for six months, in a bond of \$50, his brother standing security, for trying to stow away on the s.s. *Tsun*, bound to Manila. A destitute European was sentenced to 14 days' hard labour for failing to return to the house of detention. He said he was looking for an opportunity of stowing away.

The British Consular report on the trade of Oregon, Washington, and Idaho, states that the development of the flour trade has been very rapid, and nearly all was sent to Asiatic ports. Appearances would indicate that, before many years have passed the entire surplus wheat of the Pacific Coast will be shipped to Asiatic ports in the form of flour. The average shipments of the last five years were 2,099,068 barrels, coastwise and foreign, from this district.

The British Consular report on the trade of Trieste for 1903 notes that a meeting has been held in Vienna by Austrian manufacturers of machinery, waggons, and locomotives. A proposal to open Austrian technical offices in Far Eastern Asia has been presented. The object of such offices will be to procure orders for Austrian industries from private persons as well as from governments. It is proposed to open one of these offices in Japan and a second at Tientsin.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

TIBET TREATY SIGNED.

LONDON, 10th September.

The treaty between Great Britain and Tibet has now been signed, and Col. Younghusband and his force are preparing to return.

AN INNOCENT PRISONER.

LONDON, 9th September.

The Home Secretary has appointed a Commission to inquire into the Beck case.

The "Beck case" will have no meaning out here, where Adolf Beck and his troubles have not been heard of. It should be explained that Adolf Beck was tried and convicted on a charge of defrauding women of jewellery, and has already undergone part of two sentences of lengthy imprisonment. It has since appeared that he was a victim of a miscarriage of justice. The actual thief is one Meyer, alias William Thomas, who once practised as a doctor in Adelaide. Meyer, who is startlingly like Beck in appearance, has confessed his guilt. Beck has therefore suffered further insult from that ridiculous formality which grants him release under the guise of a "free pardon." A month ago an Australian paper reported that the Home Secretary, Mr. Asquith, was arranging with the Treasury to compensate Adolf Beck. This Commission now reported by our correspondent may be required to deal with the compensation question. It would be nice if it could also invent a more suitable formula than "free pardon" for such cases.—Ed.

FATAL PREPERMENTS.

LONDON, 8th September.

Prince Sviatopolk Mirski, Governor of Vilna, has been appointed Minister of the Interior. M. Platonoff having declined the post.

A FAT U.S. CONTRACT.

LONDON, 8th September.

Japan has ordered from America 7,500 tons of the finest nickel steel plates for battleships.

A HITCH AT MARSEILLES.

LONDON, 9th September.

Notwithstanding the decision to abandon the strike at Marseilles, a hitch has occurred and the negotiations continue.

CONTRABAND OF WAR.

Mr. C. McArthur (Liverpool, Exchange)

last month asked the Under-Secretary for Foreign Affairs whether His Majesty's Government had taken any steps, either alone or in conjunction with other neutral Powers, to call the attention of the Russian and Japanese Governments to the extension of articles which have been proclaimed by them respectively to be contraband of war; and whether they had protested, or proposed to protest, against the assumption by those Governments that it was for belligerent Powers to declare what articles were or are not contraband of war, without reference to the rights of neutrals.

Earl Percy (Kensington, S.)—His Majesty's Government have instructed his Majesty's Ambassador to lodge a protest with the Russian Government against the inclusion of foodstuffs in the list of articles declared by them to be contraband of war. With regard to the latter portion of the question, his Majesty's Government do not consider that the present moment is opportune for making a public statement of policy.

Mr. Emmott (Oldham) asked whether the protest applied to cotton which was also declared to be contraband.

Earl Percy said the hon. member was aware that it was explained that the inclusion of cotton only referred to cotton destined for the manufacture of explosives.—Times.

TESTAMENTS FOR MANDARINS.

A meeting of the Shanghai Committee of the British and Foreign Bible Society was held on the 2nd inst. for the consideration of a matter which is likely to leave its impress upon a northern province, and perhaps on many others in time. The business before the committee was nothing less than that of dealing with a request of H. E. the Governor of Shanghai, communicated through Dr. Timothy Richard to the Bible Society, that he, the Governor, should be supplied with copies of the New Testament in sufficient numbers to forward to every mandarin in the province, from the status of county-court magistrate upwards. "Per," said the Governor, "by studying the book which the missionaries held sacred, a better understanding will prevail, and peace and harmony result." The Committee accordingly voted that some two hundred finely-bound Testaments should be sent to His Excellency, together with a replica of the edition of luxuriously presented some years back to the Empress Dowager, for his own use. And as the whole scheme of co-operation with the missionaries in that province was stated by His Excellency to be the initiation of an experimental object-lesson for other provinces, the Committee feel justified in ordering an edition of two thousand New Testaments, similar to those about to be sent to Shanghai, to meet similar demands which it is hoped will arise in every province of the empire.—N.C. Daily News.

THE WAR.

[JAPANESE OFFICIAL DESPATCHES.]

JAPANESE CASUALTIES.

TOKYO, 11th September.

Our total casualties at Liaoyang since the 26th August, were estimated at 17,539, whereof on the right were 4,866, on the centre were 4,932, and on the left were 7,681. Officers killed were 136 and wounded 464.

THE JAPANESE VICTORY AND THE RUSSIAN FLIGHT.

TOKYO, 10th September.

Marshal Oyama reports that the Japanese Right occupied Yentai Colliery and Yumenze Hill after the fighting on the 4th and 5th instant. He is informed that the Russian main force retired north of the Sun river. Native reports were to the effect that over ten thousand killed or wounded Russians were sent away by train. The Japanese buried over three thousand Russian corpses that were left behind. Before leaving, the Russians set fire to the magazines near the station, but the pursuing Japanese captured immense quantities of provisions and ammunition.

RUSSIAN ESTIMATE OF THE LOSSES AT LIAOYANG.

LONDON, 8th September.

It is estimated in St. Petersburg that the Russian losses since the first attack on Liaoyang amount to 31,000.

THE EMPEROR OF JAPAN AND HIS ARMY.

LONDON, 8th September.

Reuter's Tokyo correspondent wires that the Emperor has congratulated the army on its brilliant victory in the face of tremendous difficulties. The Emperor points out that the end of the war is still distant, and that care and patience must be exercised.

CEASELESS FIGHTING.

LONDON, 8th September.

General Kurapatkin reports that yesterday General Kuroki was twenty-five miles east, and General Oku thirty miles west, of the railway. The Russian army was concentrated round Mukden. The rear guard had reached seventeen miles south of the city, after constant contact with the Japanese, and ceaseless fighting.

GREAT EXPECTATIONS.

LONDON, 9th September.

Reuter's correspondent at Kronstadt wires that the Tsar yesterday inspected each ship of the Baltic fleet, which is expected to sail on Saturday.

"NOVIK" AT KORSKOVSK.

LONDON, 9th September.

A St. Petersburg official statement says that the Japanese paid a visit to Korskovsk on the 6th instant, and placed mines for the *Novik*; the Russian fire however prevented the Japanese from exploding them.

RUSSIA'S "SUCCESSFUL RETREAT."

LONDON, 9th September.

Reuter's correspondent at Mukden wires that the retreat has been successfully accomplished; the Japanese have failed to utilize the serious plight of the Russians, being probably fagged out. The accumulation of wounded between Liaoyang and Mukden taxed the Red Cross to the utmost. The Russian Commissariat, formerly deplorable, worked magnificently. The millet to which the Russians are not accustomed proved an inestimable ally to the Japanese, who owe thereto some of the principal Russian reverses.

DEATH OF "TIENTSIN BAYLY."

The death is announced, from paralysis, at Haine Bay, of Capt. Edward Henry Bayly, R.N., C.B. The gallant officer, who was born on December 1st, 1849, and was thus in his 55th year, was the son of the late Major George Bayly, formerly of the 35th Regt., and of Eliza, daughter of the late Lieut.-Gen. Savage, who was formerly colonel commanding the Royal Engineers. After completing his education privately and in H.M.S. *Britannia*, he entered the navy in 1863 as a naval cadet. In the course of his career the late officer saw varied service. In 1890 his ship was the *Aurora*, and, landing with Admiral Seymour in North China, he was given the command of the British defence force of Tientsin. During the siege he was the senior of the commanding officers of the European, Japanese, and American forces until Sir Edward Seymour's return, when he served, as chief of the staff. He remained at Tientsin as senior naval officer until the middle of September, by which time all naval forces had been withdrawn. In his despatch to the Admiralty, Sir Edward Seymour stated that "Capt. Bayly was left in charge of the British forces at Tientsin, displaying great calmness, energy, and good judgment, and a tact and temper quite remarkable." He was created a C.B. in November, 1900.

HONGKONG JOTTINGS.

Judging from the way the papers in other ports have quoted the fact that one or two Chinese captains of steam launches have recently been fined at the Magistracy for unnecessarily blowing the steam whistles of their launches, Hongkong is evidently being looked up to as a model in its regard for the amenities of civilisation. The case brought before the Court a few days ago when the proprietor of the North Point Engine Works was mulcted in a fine of \$75 for disturbing the slumbers of a respected citizen by using a hammer instead of a roller for straightening out iron plates will maintain our reputation in this respect. There must be many Captain Cuttles residing within earshot of the hammers which in the course of a couple of years will be beating iron in the new Admiralty Dock, who have made a mental note of this case. Our late Governor thought that even Government House would be intolerable as a place of residence when ships are under repair in the new Dock; and so with this precedent on record at the Magistracy we may expect to see the Admiralty charged by and by with a similar offence, for the Dock, situated where it is, is bound to prove an insufferable nuisance to residents within a quarter of a mile of it.

A curious remark was made by Mr. Justice Sercombe Smith in the case in which three Chinese servants sued a European lady for wages alleged to be due to them. "You might be insolent to your mistress," his lordship is reported to have said, "but if you are insolent in this Court it will be at your own risk." Judges, like the rest of us, do not always say precisely what they mean, and that his lordship in this case did not mean what he said is shown, I hope, by the advice he gave the lady to summon the three servants to the police court and have them punished. But punished for what? The insolence or the assault? Both. I hope the Judge meant, for it would never do to give servants to understand on judicial authority that they may be insolent to their mistresses. The modern Chinese servant in Hongkong is in no need of advice of that kind. They are far too prone already to be insolent, and if they are not always taught by the mistress they often are by "the master" that their insolence is attended with risks.

The circular letter which has been sent out with the object of strengthening the local Volunteer Force is a business-like way of going about the matter. His Excellency the Governor is of opinion that the Hongkong Volunteer Corps is not of the strength required to enable it to take its proper share in the defence of the Colony, and so eligible young men are individually asked to join the Force. With a Volunteer Reserve Association, and an association of ladies trained in ambulance work, this little outpost of Empire will be—well, what it ought to be in this respect.

BANYAN.

INTERNAL CONDITION OF RUSSIA.

Some striking particulars respecting the domestic situation in Russia, derived from a person who has resided for a long time in that country and who is exceptionally well acquainted with its present condition, are published by the *Globe*. All the elements of a revolution are, it is said, now fermenting among the middle classes in Russia, the disasters in Manchuria having given fresh fuel to the revolutionary propaganda, which has always been very active. The Government endeavours to conceal this state of things, but almost every week occur strange disappearances of persons believed to belong to secret societies, which are attributed to the action of the police. The ill-paid labourers in the State workshops at St. Petersburg are the object of a particularly active propaganda. A revolt is feared which might have the most serious consequences. Fresh legislation is now being prepared at the Ministry of the Interior with the object of preventing the return of these workmen to their homes during the harvest and thus averting the dissemination of their advanced ideas among the peasantry.

The Finnish troubles are not over, and yet the Government, owing to the lack of Russian sailors, has been obliged to embark Finns on board their men-of-war. "It is easy to imagine the feelings of these men, who consider Russia to be the enemy of their country. It is, doubtless, in this circumstance that we must attribute at least some of the recent accidents on board the Russian ships."

It is well known that the population of Odessa, which is strongly imbued with a revolutionary spirit, is greatly excited. The last strike, by which the town was almost reduced to famine for a week, has made a profound impression, and "it is feared that there may be a revolt at any moment. The town of Riga is already in a state of revolt."

On the 4th July the Government of Livonia was obliged to issue a proclamation forbidding all public meetings in the streets, squares, and gardens of Riga, as well as in places of public resort, and even in private houses. In Poland the domestic situation is equally disquieting. The prisons are over crowded with political prisoners and suspects. Several persons have been secretly executed. It is said here that Russia has been defeated and that a coup d'état is certain among the upper classes, as is a revolution among the masses.

Without expressing any opinion on the merits of the above statements and forecasts, it is obvious that their publication in a well-known French journal must be regarded as symptomatic.—Times.

CANTON.

[FROM OUR CORRESPONDENT.]

10th September.

VICEROY SHUM.

It is said that H.E. Shum, the Viceroy, will return to Canton about the 15th of the 8th moon, he having ordered a reception room to be nicely fitted up in the Viceroy's yamen for the reception of guests. It is to be fitted with glass in every room so as to overlook the people at work.

NEW CHINESE COMMERCIAL FLAG.

The flag henceforth to be used by the Chinese merchants for their houses on boats is red with a yellow moon in the centre, and in the moon is a green, three or four-clawed dragon. A dragon with five claws, representing the Imperial, is to be used by the officials only. Permission has been granted by the Waiyapu at Peking for this purpose, and communicated to the Commissioners of Customs at different ports, the Chinese officials, Consular authorities and the Ministers of the different nations. But the China Steamship Navigation Company, in which the officials have the greater interest, is allowed as hitherto to retain its flag of the present form, that is red ground with a yellow moon in the middle. A flag with two dragons represents a public company, with one dragon, a private trading company. Notifications to that effect have been issued and posted up in every district and town in China.

DWINDLING RAILWAY RECEIPTS.

When the Canton and Fatsan railway was first opened it did a very good business, the collection of fares amounting to three or four thousand dollars a day, but by degrees it fell off to four or five hundred dollars, because of the inconvenient hours of travelling, and of taking luggage. Availing themselves of this unpopularity, the passenger boats have started again at low fares to run in competition with the railway, and are doing a roaring trade.

EXTRADITIONS.

When the ex-magistrate Pui King Fuk bolted to Macao a few months ago the ex-gambler, farmer Li Sai Kwai had also run away to Hongkong, where he cut his queue, disguised himself in foreign dress, and escaped to Saigon.

The Viceroy having got information of his whereabouts sent a couple of wigwags to track him, but being unable to find him the latter returned to Canton. Upon further information this time the Viceroy sent a requisition to the French authority at Saigon to have him arrested, and extradited. It is said that Li has been arrested, but the question whether he will be extradited or not remains uncertain, seeing that there has been such a lot of trouble in the extradition case of Pui King Fuk, where \$170,000 is said to have been expended in legal costs.

400 STUDENTS DROWNED.

A passenger boat overcrowded with more than 800 people was taken in tow by a steam launch, the *Hoi Tin*, from Waichow to Canton. When passing Sai Hing, Ching with the swiftest head tide, the tow rope snapped, and the boat capsized. Passengers and crew were thrown into the river. About 400 of them were saved; the rest were drowned. The greater number were students who had returned from examination at Waichow.

HARD RECRUITING FOR THE TRANSVAAL.

Some time last week one Li, dressed in European clothes, was lecturing to a multitude of idlers and vagabonds in the vicinity of the Temple of Longevity. His theme was the advantage of emigration to South Africa. He asked them if they would not like to go to the golden hill to dig for gold and be rich. At last it came to the knowledge of the police, and the latter took him up to the station, accompanied by the shouting and yelling populace. In the station Li confessed that he was an emigration agent employed by a certain Yip A. Kam in the Fung In Street to collect emigrants for South Africa. Thereupon the *vicewagon* sent a number of police to arrest Yip. While the police were away looking for him, Yip A. Kam came into the station to bail Li. He was detained and examined. He said he was employed by a foreign firm in Canton to collect emigrants. Shortly afterwards the police brought in his two partners and they also were detained in prison pending communication with the Viceroy. In other districts similar cases have happened.

POOR CROCODS.

It is reported that a foreign watcher in the Kongmoo Native Customs has killed a Chinese passenger. The story runs as follows:—A man by name Leong, of the village Tsai Po, in the district of San U, had been to a foreign country, and was employed there for upwards of ten years. Having amassed a fortune he on the 31st August returned to his native place. On passing Kongmoo, where there is a Customs barrier, a foreign watcher went on board to search for contraband. He insisted upon Leong opening his box for him to search. Leong said that as he had a lot of money and jewellery in the box he objected to have it opened in the presence of a number of people, and asked the watcher to delay his search for a short while until the people had dispersed, and then he would let him see. Somehow or other the watcher flew into a terrific passion, and kicked Leong into the river. Leong was drowned. The bystanders who saw it, in great excitement threatened to pull down the Customs. Someone interceded for the watcher and offered to pay an indemnity of \$3,000; then the mob began to disperse.

MINING "ENTREPRENEUR."

As to mining enterprise in China a few words may be said. Some time ago the Viceroy Shum had arranged a loan of two millions of dollars to open railways to fill the embankments and to construct waterworks, but none of them have met with any success, owing certainly to the barefaced lying, squeeze, and obstruction on the

part of officials, who are ever ready to put a check upon any enterprise whenever they see no way to make money. Notifications have been posted up in every district and town in China to invite people to open the mines, but they are not worth the paper they are written on.

KWANGTUNG TROUBLES.

By the recent heavy rains and storms many places in the province of Kwangtung have been flooded and people rendered homeless. Many districts and towns are so infested with robbers and banditti that the gentry thereof are applying to the Government for soldiers to suppress these murderous men.

THE HONGKONG COTTON SPINNING, WEAVING AND DYING CO., LD.

ANNUAL MEETING.

The seventh ordinary meeting of the shareholders in the above Company was held at the offices of the General Managers (Messrs. Jardine, Matheson and Co.) on Saturday. The Hon. W. J. Gresson presided, and there were also present Sir C. P. Chater, C.M.G., and Messrs. A. G. Wood (Directors), B. C. Wilcox, W. A. C. Crickshank, P. Smyth, H. Gittins, Lo Cheung Shiu, Ho U. Shang, Yuen Hop, Sang Kee, Hon. Ken Leung, B. A. Ferguson, A. Shaw (Manager) and A. Brooke Smith (secretary).

The notice convening the meeting having been read.

The CHAIRMAN said:—Gentlemen, following the usual procedure at meetings in this Colony, I propose, with your approval, to take the report and statement of accounts, which have been in your hands for some days, as read. During the period covered by the accounts now before you, we, in common with all others engaged in the cotton spinning industry, have passed through trying, and what we trust may prove to be abnormal times. Owing to the high prices of cotton for many months past, and to there being no corresponding increase in the price of yarn, our mill since the beginning of the year has only been working 4, instead of 6, days per week. We have also suffered somewhat by business in the districts supplied from Newchwang and Chefoo, the chief outlets for our yarn, being greatly hampered since the outbreak of hostilities between Russia and Japan. At the moment the outlook, though leaving much to be desired, is brighter than it has been for some time, as we are approaching the marketing of the growing cotton crop, which, if the acreage planted is any guide, should be a large one, whilst indications point to a satisfactory state of trade in the country recently visited by the Russian Army. It is to be hoped that this year's yield of cotton will exceed the world's requirements, as stocks are small in all the chief markets, and until a bumper crop is realized we cannot expect to see low priced raw material, an essential factor for the welfare of the cotton spinning industry. This year we have not suffered to any great extent from plague, which you will remember caused us considerable anxiety during the first six months of 1903. You will doubtless be interested to know that since short time was adopted the whole of the machinery at the mill has been thoroughly overhauled and is now in an efficient state of repair. Before proposing the adoption of the report and accounts I shall be pleased to answer any questions you may wish to put.

No questions being asked.

The CHAIRMAN moved the adoption of the report and accounts.

Mr. R. C. Wilcox seconded, and the motion was carried unanimously.

Mr. Smyth proposed that Sir C. P. Chater, C.M.G., and Mr. A. G. Wood be re-elected as the Consulting Committee.

Mr. Yuen Hop seconded, and the proposition was agreed to.

Mr. W. A. C. Crickshank proposed, and Mr. Lo Cheung Shiu seconded, the re-election of the auditor, Mr. Frank Maitland.

This having been carried, the meeting terminated.

The CHAIRMAN announced that dividend warrants would be ready to-day.

THE LYONS SILK MARKET.

Mr. Consul Liddell, in the course of his report on the trade of the Consular district of Lyons for the year 1903, writes on the Lyons Silk market:—

"The wanted monopoly that Lyons once claimed through the skill and cleverness of her weavers has disappeared before the growth of foreign competition. Fortunately, however, the economic evolution has caused an increase in production. The cause of the decline in the culture of silkworms is of long standing. It is firstly organic, that is to say, the worms were difficult to cope with. Pasteur did, however, find an antidote to this disease, and it was applied with a large measure of success in the Cevennes. Silk worm culture seemed after all likely to succeed, when in 1892 cocoons began to arrive from China and Japan which were offered at such extraordinarily low prices that the French cocoons were quite unable to compete. The centre of silk production changed from Europe to Asia, from France and Italy to China and Japan. Japan, in 1880, exported only 17,900 bales of silk; in 1903 this amount had risen to 56,190 bales, and in 1903 to 76,000 bales. The values were estimated at £2,506,876, £3,463,180 and £9,000,000 respectively. There was the same progress in the case of China."

3,000 NEWSPAPERS.

RECOMMEND MACHINERY & CAMERON'S PENS. The Waterbury Pen, for Easy Writing. THE FETTER SECRETARY PEN, instead of a Quill. THE FLYING J, writes 200 words per dip. Sold at all Stationers. WATKINS WORKS, EDINBURGH. [402-1]

SUPREME COURT.

Saturday, 10th September.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUNISH JUDGE.)

AN INSULT.

Chan Sil Sam sued Wong Po Ting and another for \$140, being money paid to defendants by plaintiff for the purpose of securing a passage ticket to London, which defendant failed to secure.

Mr. F. X. d'Almeida e Castro appeared for the plaintiff, but defendant was unrepresented. After evidence was led, His Honour gave judgment for defendant with costs.

During the examination of the defendant he referred to England as the "Red-haired country." The Punish Judge held that the phrase was insulting and fined defendant \$5.

HUSBAND'S LIABILITY.

K. H. Mahomed sued A. H. Tavares (of the Victoria Hairdressing Salon) and his wife for \$428.30, being money due for goods sold and delivered to Mrs. Tavares.

Mr. H. W. Looker (for Messrs. Deacon, Looker and Deacon) appeared for the plaintiff, while Mr. Tavares was defended by Mr. M. V. Slade (instructed by Mr. F. X. d'Almeida e Castro).

Mr. Slade, after evidence had been led, contended that it was perfectly clear that plaintiff gave credit, on his own admission, to the wife of defendant alone, and it was held that in law that did not entitle him to sue the husband. He submitted that the evidence was in favour of the defendant's story that during the time the debts were supposed to be contracted defendant's wife was in Macao, and not in Hongkong, and if that was accepted as being true then the plaintiff's case was one of fraud. It was very unlikely that Mrs. Tavares would have come to Hongkong to purchase goods at plaintiff's shop when plaintiff had a shop in Macao. The wife, he continued, had sufficient money to purchase necessities with, but it had not yet been proven that the articles purchased were necessary. Plaintiff had to prove that to establish his case. Among the articles on the list Mr. Slade enumerated were 4 pieces of white embroidery, \$99; lace, black stockings, and so on. One item in particular, one case assorted perfumes, \$45, Mr. Slade contended, could not be classed among necessities. From June 16th the wife had been living apart from her husband without his consent, and if that was so she had no legal claim; defendant did not protest against her remaining away until the end of June, when he objected strongly and wrote to her to return. Again, plaintiff was expressly warned not to give her credit, but it was suggested that Mr. Tavares had acted in such a manner as to make plaintiff believe that his wife had authority to purchase on his credit. That was not so, and Mr. Slade, after quoting several authorities, contended that his client was entitled to judgment.

Mr. Looker said that it appeared that Mr. and Mrs. Tavares had been living together up to the end of last year and at the beginning of this year in a perfectly happy manner, and, judging from the appearance of the defendant, in good style. Early in this year defendant and his wife went together to the plaintiff's shop and made certain purchases, the husband buying goods for himself and the wife buying various articles. Not having sufficient money with her to pay the whole bill the wife paid a portion in cash and subsequently paid the remainder. Defendant admitted he went there on that occasion and that he gave his wife the money to pay the bill. He did not then warn the plaintiff that he must look to defendant's wife for payment.

Some time after a little trouble arose between defendant and his wife, defendant seemingly being jealous of his wife's conduct regarding Mr. Luz, one of his assistants, who appeared to be becoming his wife's affection from him. A suggestion had been made that it was really Luz who had held himself out to be liable for the payment of the bill, but there was no evidence on that point. After the trouble, on April 26, defendant's wife went to Macao for a day, defendant supplying her with \$700 for her expenses and to have certain repairs done to his house. Mrs. Tavares remained in Macao until June 16, when she returned to Hongkong. In no sense could it be said that they were living apart up till that time. When Mrs. Tavares came back to Macao they had a "big row" over Mr. Luz, and Mrs. Tavares left again for Macao, where she still remained. The conditions appearing in England, where they had a Married Women's Property Act, were different from those ruling here. Mr. Looker contended that Mr. Tavares acted so as to lead the plaintiff to believe that if his wife failed to pay the bill he would, in connection with necessities Mr. Looker argued that what was a necessity to rich people was absolutely luxury to poor people, and the position held by defendant's wife was such as would make the articles purchased necessities to her if she was to keep up the same style as her husband. Defendant wore a diamond pin worth \$600, a diamond ring worth thousands, and his heavily jewelled Indian person denoted considerable wealth. Defendant did not apply his wife with sufficient money when she went to Macao. She had \$700 which was to be expended on the first day, and after that she was to get \$20 per month as interest on some money lent in Macao. That was not sufficient for her, and it was defendant's duty to have advertised if he did not intend to pay her bills. When the plaintiff took his bill to the defendant, the latter waved a handful of notes, amounting to over a thousand dollars, in the air and exclaimed, "I have plenty of money, but I won't pay you." In all the circumstances, Mr. Looker contended, the case for the plaintiff had been proven, and he asked for judgment for whatever amount His Honour held as

The Punish Judge reviewed the evidence and dealt with the arguments of both sides at some length. He was satisfied that up to May all the transactions between plaintiff and the defendants were in cash, and that on May 28 defendant told the plaintiff not to give his wife any credit. Mrs. Tavares went to Macao with \$700 and had to receive \$20 monthly, which, in his opinion, was sufficient to purchase necessities. He was of opinion that the husband was not liable for goods which had been supplied to his wife during the months of May, June and July, and gave judgment for defendant.

Mr. Slade applied for his costs, but the Punish Judge declined to allow them, remarking that there was no need for the appearance of counsel; Mr. Looker had conducted the case for the plaintiff admirably.

FREIGHT CIRCULAR.

Messrs. Lamke and Rogge reported on Saturday as follows:—

The market has again witnessed a fair amount of activity during the past fortnight and rates of freight are well maintained. A pretty large business has once more been transacted, both locally and in the northern market, and a very strong demand for tonnage continues to prevail. Chartering operations from Saigon to this port have remained on a rather small scale and only a few settlements are on record. The rate of freight has advanced to 18 cents per picul, but this improvement had so far failed to induce a larger business, steamers being still able to find employment in other directions on more advantageous terms. From Saigon to Philippine ports, as indicated in last circular, a fair demand has sprung up resulting in several charters of medium sized boats at rates ranging from 27 to 30 cents per picul, a smaller carrier having been able to procure the advanced rate of 35 cents per picul for Cebu. There is further enquiry, chiefly running for steamers of small size, which have, however, become extremely scarce. From Saigon for Java ports no chartering is reported as yet, but a large amount of tonnage is pretty certain, to be wanted next month, as large contracts are said to have been made. Fairly numerous enquiries for steamers to load at Saigon for Japan have not been responded to, at least not locally, partly owing to the extreme scarcity of tonnage and partly in consequence of proportionately better rates having been obtainable from this port. Saigon only quoted \$2 to 45 cents per picul, according to size, whilst a number of charters were effected locally on basis of 30 cents per picul for Kobe and 35 cents per picul for Yokohama. From Java to this, further enquiries, in the absence of suitable tonnage, could not be responded to; rates are unchanged, viz. 30 cents per picul, dry or wet. Sugar from ports on the North Coast, and for medium size. From Bangkok to this, no fresh charters are reported; the berth rate is unchanged, viz. 30 cents per picul.

As regards Newchwang business, no fresh demand has been traceable so far for either Amoy Swatow or Canton; large quantities of beans and bean cake are however accumulating in the interior, and the present aspect of hostilities being such that the cart traffic is not likely to be interfered with, the outlook for the autumn season would seem to be sufficiently good. After a rather lengthy period of inactivity some fresh coal business has come to pass from Japan to this at \$2 per ton, leading at Moji, a small carrier obtaining as high as \$2.25 per ton. The local coal market is however not very firm, and it is doubtful whether rates in this direction will be well maintained. For Singapore, no fresh fixtures are reported locally. Hongkong to this, a charter has been drawn at the improved rate of \$2 per ton. On monthly terms the volume of business has once more been a large one and fair rates have been paid, the steamers chartered being again intended for special business, to trade principally in the North. In Shanghai, every available steamer has been picked up, the market being literally drained of tonnage and the demand still continues.

HAMBURG ONCE, NOW SHANGHAI.

Mr. Lowther's difficulty as to the Parliamentary character of the word "hamburg" was as nothing to the problem of its origin. Dr. Murray's dictionary, in despair, made no attempt to solve it, simply quoting from a writer of 1751 (soon after "hamburg" appeared):—"There is a word very much in vogue with the people of taste and fashion, which, though it has not even the 'proudest' of a meaning, yet makes up the sum total of the wit, sense and judgment of the aforesaid people of taste and fashion." Denying that it is either English or derived from any other language, the writer pronounced it "a blackguard sound, made up of by most people of distinction! It is a fine makeshift in conversation, and some gentlemen deceive themselves so egregiously as to think they mean something by it." Among many guesses in Flett's Slang Dictionary is the derivation from Hamburg, a port famed for voracious war news in the eighteenth century even as Shanghai and Chifu to-day. Dean Milles (1760) soberly explains that "humb" means "cheat," and a "bug" is a "bogey." Daily Chronicle.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 11th at 11.45 a.m. The barometer has risen in Japan and also slightly in Southern China, and has fallen over Central China. The typhoon is situated in the immediate neighbourhood of the Paracels, and is moving nearly due west. It will probably strike the Annam Coast near Tourane. Moderate N.E. winds will prevail in the Formosa Channel and strong N. veering to S.E. winds in the northern part of the China Sea. Forecast:—Strong E. to S.E. winds, showery, squally.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS,
17A, QUEEN'S ROAD,
(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

PO CHEUNG & CO.

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS.
GENERAL DOMESTIC GOODS, &c.

COUNTERS, PARTITIONS, FITTINGS, ETC.

MADE TO SIZES AND PARTICULARS.

DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460.

Hongkong, 15th August, 1904.

HONGKONG LEGISLATIVE COUNCIL.

To-morrow (Tuesday) there will be a meeting of the Hongkong Legislative Council. The business is as follows:—

Hon. Colonial Secretary: Financial minutes (Nos. 41 to 44); Amendment of importation and inspection of animals bye-laws.

Hon. Attorney-General will move the following resolutions:—

1. "Resolved that the thanks of the Council be conveyed to Sir John Worrell Carrington, C.M.G., formerly Chief Justice of Hongkong, for his services in carrying through and completing the revised edition of the Colony's Ordinances."

2. "Resolved that until further notice the Hongkong Tramway Electric Co., Ltd., shall every morning and evening provide the following number of cars for the convenience of artisans, mechanics and daily labourers at fares not exceeding 2 cents for the single journey and 3 cents for the return journey:—

Morning Cars.
Kennedy Town to Central Market, two Cars leave Kennedy Town at 6 a.m. Quarry Bay to No. 2 Police Station, four Cars leave Quarry Bay at 6 a.m.

Evening Cars.
Central Market to Kennedy Town, two Cars leave Central Market at 5.30 p.m. No. 2 Police Station to Quarry Bay, four Cars leave No. 2 Police Station at 5.30 p.m. The Cars shall be conspicuously labelled as reserved for the use of daily labourers at the fares prescribed above."

QUESTIONS.

Hon. G. Stewart will ask:—1. Under what circumstances are the Coroner's inquests dispensed with? 2. Is it the case as stated in the public papers that a member of the community was picked up injured on Tuesday night, the 2nd August, and placed in a cell at the Police Station, where he was left for the night without medical aid being called for, and that he died the next day? 3. What standing instructions have the Police as to calling in medical assistance for injured people whom they may pick up?

Hon. B. Sheehan will ask:—1. Is the tree cutting at present going on on the Island of Hongkong authorised by Government? If so, will the Government give its reasons for such tree cutting?

ORDERS OF THE DAY.

Hon. Attorney-General:—First reading of a Bill entitled an Ordinance to amend The Wild Birds and Game Preservation Ordinance, 1887.

First reading of a Bill entitled an Ordinance for enabling the Tung Wa Hospital to acquire, hold, mortgage and sell land and hereditaments in the Colony of Hongkong. First reading of a Bill entitled an Ordinance to regulate the internment of refugees belonging to the Russian and Japanese forces. First reading of a Bill entitled an Ordinance to amend the Prepared Opium Ordinance, 1891.

Hon. Colonial Secretary:—First reading of a Bill entitled an Ordinance to apply a sum not exceeding five million eight hundred and forty-five thousand four hundred and seventy dollars to the Public Service of the year 1905.

SHIPPING NOTES.

STEAMER MOVEMENTS.

The M.M. steamer *Australasia*, with the next French mail, left Saigon on the 10th Sept., at 2 p.m., for this port, and is due here to-morrow.

The I.G.M. steamer *Gneissau* left Shanghai via Foochow on Friday, at midnight, and may be expected here to-morrow afternoon.

The I.G.M. steamer *Sachsen* left Singapore on Saturday, at noon, and may be expected here on Thursday, the 15th Sept., at 6 a.m.

The C.P.R. steamer *Empress of China* left Vancouver on Monday, the 5th Sept., for Hongkong via the usual ports of call.

MISCELLANEOUS.

The coasting steamer *Hue*, which has been undergoing repairs here, is expected to be ready for sea to-day.

The South African coolie emigrant s.s. *Lothian* is expected to leave Hongkong next Thursday.

The s.s. *Keongwai* yesterday arrived from Bangkok with a cargo of rice and timber for Messrs. Butterfield & Swire. Towards the latter part of her voyage she experienced strong E. N. E. wind and heavy S. E. swell.

The s.s. *Sabara*, from Bangkok, has a cargo of rice on board consigned to Messrs. Samuel & Co., of Yokohama.

The s.s. *Chongfa*, from Bangkok with a cargo of rice and general merchandise for Messrs. Butterfield & Swire, reports fresh N. E. wind and rough sea latterly.

The s.s. *Chingchi* reports strong monsoon and high sea between Manila and Hongkong.

Forecast:—Strong E. to S.E. winds, showery, squally.



TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. [4]

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL.

(First Floor Watkin's Building)

Hongkong 18th February, 1904.

JUST ESTABLISHED.

(Telephone No. 497.)

WING SUN & CO.,

No. 54, QUEEN'S ROAD CENTRAL
(Premises Formerly Occupied by Messrs.
C. J. Gump & Co.)

HIGH-CLASS TAILORS & OUTFITTERS.

SHIRT & BREECHES MAKERS.
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.Now Showing:—New Lot of Straw Hats, Felt Hats, Panamas, Umbrellas, Walking Sticks, Boots and Shoes, &c., &c., &c.
Inspection Invited.

Hongkong, 5th August, 1904. [1912]

HONGKONG CLUB.

NOTICE.

THE SIXTH HALF-YEARLY DRAWING of Sixty-Five Debentures of the Hongkong Club, Payable on FRIDAY, the 30th September, 1904, will be held at the HONGKONG CLUB HOUSE, at 11 o'clock A.M., on MONDAY, the 19th September, 1904. Bidders of Debentures are invited to attend the Drawing.

By Order,

C. H. GRACE,

Secretary.

Hongkong, 10th September, 1904. [2190]

THE SWATOW GRASS CLOTH, SILK

and DRAWN THREAD WORK

DEPARTMENT.

Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depot.

Swatow, 8th June, 1904. [2160]

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest. Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East. The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of its sterling merit of the publication.

Price \$1.50. On Sale at "NORTH CHINA HERALD" OFFICE, Shanghai; MESSRS. KELLY & WALSH Hongkong; or at all leading Booksellers in the Far East.

Hongkong, 14th February, 1903.

INTIMATIONS

THE

"APOLLO"

MAKES MUSICIANS OF US ALL.

IT IS A SPLENDID ACCOMPANIST.

IT MAKES ENTERTAINING VERY EASY.

YOUNG AND OLD CAN PLAY THE

NOBLEST SCORE WITH THE FINISH AND EXPRESSION OF A MASTER.

IT IS THOROUGHLY RELIABLE, AND IS SOLD AT A REASONABLE PRICE.

EITHER FOR

Cash or Hire

PURCHASE FROM

\$385.

THE APOLLO MASTER PIANO PLAYER.

DAILY RECITALS

THE

ROBINSON PIANO CO. LD.

Hongkong, 24th August, 1904. [2150]

WHISKIES.

BUCHANAN'S CELEBRATED BLENDS OF SCOTCH WHISKY are supplied by Royal Warrant of Appointment to His Majesty King Edward VII. The Prince of Wales, and also to the House of Lords and the House of Commons.

Buchanan's Whiskies are recognised throughout the World as the Best.

Buchanan Blend ... \$12.50
Black and White ... \$16.50
Royal Household ... \$20.50

Try one case and you will never want any other Whisky.

A. CHAZALON & CO.
Wholesale Merchants and General Storekeepers,
6, Queen's Road.
Hongkong, 22nd August, 1904. [2054]

THE NAGASAKI HOTEL, LIMITED.

NOTICE IS HEREBY GIVEN that the creditors of the above-named Company are required on and before the Seventeenth day of October, 1904, to send their names and addresses and the particulars of their Debts or Claims and the names and addresses of their solicitors, if any, to the undersigned, **PERCY JAMES BUCKLAND**, of Nagasaki, Japan, the Liquidator of the said Company, and if so required by notice in writing from the said Liquidator are by their solicitors to come in and prove their said Debts or Claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

Dated this Eleventh day of August, 1904.
P. J. BUCKLAND, Liquidator.

2004

QUAN WAH & CO.
GRANITE AND MARBLE MERCHANTS,
EXPORTERS AND CONTRACTORS.
Sole Agents of
QUAN TAI & CO. Lime Manufacturers.
All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
GRANITE AND MARBLE MONUMENTS.
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.
Hongkong, 17th October, 1899. [174]

HONGKONG HIGH-LEVEL TRAMWAYS CO., LD.

It having been represented to the Management that the Morning Service of Cars is insufficient to provide for the increased number of servants going to and returning from market, the Company will shortly run two extra cars between 6.30 A.M. and 7.30 A.M. and servants' tickets will be available for any part of these cars except the saloon. Householders at the Peak are invited to state what they consider the most convenient times to run the proposed extra cars and to make any suggestions in connection with same that they may think fit.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 8th September, 1904. [2175]

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAUN,
37, DES VUEX ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. [2161]

INTIMATIONS

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that **COMPANY AMERICAN CIGARETTE COMPANY LIMITED**, carrying on business at Shanghai in the Empire of China and elsewhere as Tobacco Merchants and Manufacturers, have on the 5th day of August, 1904, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK:

The device of Eight trigrams inside a circle above which are printed, stamped, painted, impressed, branded, stencilled, written, drawn, out, or embossed the words "PA KUA" and underneath which appear the name of the Company "The American Cigarette Company Limited."

In the name of **THE AMERICAN CIGARETTE COMPANY LIMITED**, who claim to be the proprietors thereof.

The TRADE MARK has been used by the applicants since the month of January, 1904, in respect of the following goods:

Cigarettes, Cigars and Tobacco whether Manufactured or Unmanufactured in Class 45.

A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 12th day of August, 1904.
JOHNSON, STORES & MASTER,
Solicitors for the Applicant,
8, Des Vieux Road Central,
Hongkong.

1904

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that **BORDEN'S CONDENSED MILK COMPANY**, a Corporation organised and existing under the laws of the State of New Jersey and carrying on business in the said State of New Jersey and elsewhere, have on the 25th day of July, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARKS:

The phrase "Borden's Malted Milk" and the word symbol or phrase "Eagle Brand" together with the picture of an eagle with spread wings bearing a branch in its talons and carrying a scroll in its beak upon which scroll are printed the words Borden's Malted Milk.

In the name of the said **BORDEN'S CONDENSED MILK COMPANY**, who claim to be the proprietors thereof.

The TRADE MARK has been used by the Applicant in respect of the following goods respectively, in the following classes respectively, viz.:

Class 42 in respect of Malted Milk.

A Facsimile of such TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong, or at the Office of the undersigned.

Dated the 8th day of August, 1904.
(Sd.) **JOHN HASTINGS**,
Solicitor for Applicant.

2005

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that **THE BRITISH-AMERICAN TOBACCO COMPANY, LIMITED**, of Cecil Chambers, No. 88, Strand, London, England, have on the 19th day of March, 1904, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARKS:

The word "VICEROY" and the picture of a Viceroy on horseback.

In the name of the said **THE BRITISH-AMERICAN TOBACCO COMPANY, LIMITED**, who claim to be the proprietors thereof.

The TRADE MARKS have been used by the applicants since January, 1904, in respect of the following goods:

Manufactured Tobacco in Class 45.

Facsimiles of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 9th day of July, 1904.
DENNIS & BOWLEY,
Solicitors for the Applicants.

1905

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED

WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.
The representative of Messrs. BRATBY and HINGLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly in the absolute cleanliness of our whole establishment, which he assured was equal to any he had yet visited, and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to **FACTORY and OFFICE**, West Point. Tel. 367. Depot, Ice House Street. Tel. 374.

F. P. DANENBERG,
General Manager.
Hongkong, 11th May, 1904. [122]

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS

GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR.

No. 12, Pottinger Street, Hongkong.

Agencies:—

CHEE CHEONG, Dealer in Human Hair.

SHUN LOONG, Preserved Ginger Factory.

CHOW LEUNG YEK, Fire Cracker Factory.

Hongkong, 1st June, 1904. [1387]

A WELCOME ANTIDOTE.

Fast upon the heels of the volume on our iron and steel trades, issued by the Tariff Reform Commission, comes a White Paper from the Board of Trade giving authentic statistics concerning those industries. A careful study of this return will do much to enlighten anybody who has been depressed by the lamentations of Mr. Chamberlain and the other Jeremiah of Protection. Let us look at a few figures. The consumption of iron-ore in the United Kingdom in the year 1903 worked out at 0.47 ton per head of population. In Germany the iron-ore consumption was 0.39 ton per capita. As the calculation for British consumption is on the basis of 2,240 lb. to the ton, while the German consumption is based on the metric ton of 2,204 lb., the comparison does not bring out the full superiority of the British figures.

In the United States the iron-ore consumed in 1903 worked out at 0.49 ton per head. Nearly the whole of the iron-ore produced in this country was consumed at home, our exports only amounting to 4,000 tons, in 1903 out of a total output of 13,716,000 tons.

The home production was not nearly sufficient to meet the large demands of our iron and steel industries, and we imported in the year no fewer than 6,304,000 tons of iron-ore. This is a form of import that even Mr. Chamberlain cannot complain of for iron-ore is such raw material as is raw cotton. In precisely the same manner—although our puzzle-headed Tariff Reformers cannot see it—unwrought steel is the raw material of steel-consuming industries like ship-building, tinplate, tool-making, and machinery construction.

Our exports of pig-iron in 1903 amounted to 1,065,000 tons; Germany's exports of pig-iron in the same period were 48,000 metric tons. Our consumption of pig-iron amounted to 0.19 ton per head of the population; United States, 0.23. As to steel, for the first time in the history of the British industry, our production last year exceeded five million tons, the exact figures being 5,044,000 tons. The German production amounted to 3,842,000 tons; that of the United States to 13,917,000 tons. Calculating the production per head of population, the figures are United Kingdom, 0.12 ton; Germany, 0.15; United States, 0.19. The home production of steel was far from adequate to the needs of our steel-using industries, and during the year we imported 27,056 tons of unwrought steel, not to speak of 145,329 tons of steel girders, beams, and joists. These latter imports, in our own production of steel.

We think that the Board of Trade would be well-advised in their classification of our exports of iron and steel manufactures, to include steel ships and machinery. British and foreign steel are largely used in these thriving industries, and any attempt to prevent the free flow of foreign steel into the country would be very injurious to them, as, of course, it would be to all other British trades to which steel serves as raw material. —Daily Chronicle.

FOR THE LADIES.

"Do the Shoes of Society Pinch?" is the heading of an attractive article in the *Bondifor* for August, from the pen of Mrs. Jack Johnson. She answers the question decidedly in the affirmative. Complaint of the shortage of money is universal. "No one," writes Mrs. Johnson, "will pretend to be sufficiently pessimistic to believe that reaction will not come, but the well-being of retail traders will be sorely hampered if they are not able to get their money in time. Meanwhile their less entails a shrinkage on their orders to wholesale houses, a shrinkage which on the principle of vibration is continued till the last person who receives it has the severest shock."

That the shoe pinches is evident, but what is going to be the attitude of Society to the shoe is not quite so obvious. For we cannot all hope to follow the example of the Ambassador, who, to quote from Madame Waddington's witty memoirs, finding that her yellow satin shoes became unendurably tight during the Coronation of the late Tsar, deliberately took them off, left them under a sofa, and walked out without them. Still, we are likely to see some sort of gymnastics performed which may not imply being classified as "Society makeshifts."

As to expenditure on dress, Mrs. Johnson says: "Dress is not in itself more expensive than hitherto, but the craze for 'suitability' has struck the keynote of extravagance. People who have no pretence of even a fixed income seem to take up gaily every kind of sport that requires a special costume for its realization. The mere acceptance of a drive in a motor-car necessitates an equipment beyond the purse of the average human being. Much of this is owing to the precedences accorded to wealth over personality. We have shifted and shifted until our dress is of pretence have grown to look smart in other women's cast-off clothes, often termed 'misfits,' and which are bought at the countless 'dress agencies,' whose prosperity speaks of their popularity. Instead of being content to appear in what they could possibly afford, and what would be more in keeping with their surroundings."

KING'S MESSENGERS.

Since the war began there has, of course, been a more than usually active interchange of diplomatic correspondence. London and St. Petersburg and special "King's messengers" are constantly on the run between the two capitals. International relations have not yet reached the stage of mutual confidence which could enable Governments to entrust their dispatches to the ordinary postal service. The only Government which does not make such an extensive use of special messengers as ourselves is that of the United States, which confides to the Transatlantic carriage of its dispatches to the personal keeping of liner captains by whom they are passed on to an American agent in London, who then sees to their further consignment all over Europe. King's messengers, a rule, are retired Army officers who have influence at the Foreign Office, but their pay is only about £200 a year with a guinea a day for personal expenses apart from their railway fares, and out of this vintagem they can always save something. Their dispatch bags they never part company with for a moment, carrying them as a travelling lady does her jewel-box. Their luggage, by international courtesy, is exempt from Customs search at all frontiers, and they bring home with them all the gossip of the Embassies. They need to carry arms, but now their only weapon is caution—which is still needed. —Chronicle.

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO. LD. is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW, Manager.

1st Floor, 37, Connaught Road

Hongkong, 13th June, 1903. [1473]

SHARE REPORT.

Messrs. Erich Georg & Co's Weekly Share List for Saturday, 10th September, read thus:—A fair amount of business has been done again during the week under review, the principal attention being devoted to Indos, Furnham and Sugars, in which stocks large transactions took place at advancing rates. The sterling demand rate on London closes at 1s. 9½d., while Shanghai rates are: Tls. 7½ for a T/T, and Tls. 7½ for a three days' sight private draft. Barsilver in London is quoted 26.3.164, and Consols £88½.

BANK SHARES.—Small transactions in Hongkong and Shanghai have taken place at \$848½ and \$63½, the market closing with sellers at the higher price, and London quotes £86. Nationals are firm at \$89.

MARINE INSURANCE SHARES.—Unions have been placed at \$580, and China Traders at \$62. North China, after sales at Tls. 68, have buyers at Tls. 70. Yangtze sold locally at \$140, and at \$142½ from the north. Cantons have advanced to buyers at \$215.

FIRE INSURANCE SHARES.—Hongkongs sold at \$25, but close quarters with a small lot offering at \$260. Chinas have been dealt in at \$87, and a few shares can be placed at that figure.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamboats sold at \$31, but are offering. Indo-China rose rapidly with large sales, both cash and on time, for cash up to \$12½ has been paid, up to \$12½ for end of the month, and up to \$12½ for 31st December, while in the early part of the week January shares sold at \$120 to \$121 and February shares up to \$122½.

In Shanghai the rates rose to Tls. 88 for 30th instant, and Tls. 90 for 31st December. The closing local cash quotation is \$122 steady, while Shanghai quotes buyers at Tls. 87. China and Manilas are firm at \$26½, while Douglases have buyers at \$27. Star Ferries found purchasers and have further buyers at \$41 for old and \$31 for new shares. Shell Transports have been fixed at 24s. 0d., and there are further buyers; London quotes £28. 0d.

REFINERIES.—China Sugars continued the upward movement and fair quantities changed hands cash and on time, at \$28½ to \$29½ for cash, \$29½ to \$30½ for 31st December, and up to \$320 for 31st March and 30th April, the market closing firm with cash buyers at \$212½, while distilling time shares are offering at slightly under the equivalent of the cash rate. Luzons unchanged and without sales.

MINING SHARES.—Without business. Raubs are quiet at \$64.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Dock Company's shares sold at \$226 and \$225, and a few are offering at latter figure. Hongkong and Kowloon Wharf and Godown Company's shares fetched \$113 and are in demand. New Amoy Dock shares are procurable at \$27½. In Farquhar's a very considerable business has been done to the northern port, up to Tls. 182½ cash and Tls. 187½ for 31st December having been paid, the market falling afterwards to Tls. 179, but closing strong at Tls. 181, while the Shanghai rate is Tls. 182½ steady. Shanghai and Hongkong Wharves have advanced in the north to Tls. 157½.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Land Investment and Agency Company's shares sold at \$153, \$153½, \$154 and \$155, closing with sellers at \$154. Kowloon Lands continue in demand at \$39, while West Point are still offering at \$61. Hongkong Hotels changed ownership at \$131, \$132, and \$133, and more shares can be placed at the higher rate. Humphreys' Estates are obtainable at \$1290, while the new shares are quoted \$5. Shanghai Lands are up to Tls. 112.

COTTON MILLS.—Unchanged, no sales.

MISCELLANEOUS.—Green Island Cement Shares sold at \$305 to \$311, closing with sellers at \$304. China Borneo are inquired after at \$11. A. S. Watson & Company's shares have been fixed at \$14½ and 14½, closing with buyers at the latter figure. Old Electrics have buyers at \$35, the new shares are quoted \$94. Fenwick's have reached to \$47 sellers. A sale of Tramways is reported at \$300. Steam Water-boats have inquiries at \$19½, and Dairy Farms are wanted at \$21. China Providents fetched \$91. Watkins have been done at \$9½ and continue in demand. Langkats have sales and buyers at \$315. The following telegraphic information, dated 1st instant, has been received from the manager in Langkat: "Daily aggregate output of crude petroleum 72,000 gallons; crude petroleum in tanks at date 240,000 gallons; kerosene made since the date of the preceding half-monthly telegram 166,000 cases; kerosene shipped since 79,000 cases; and kerosene in stock at refinery at date 58,000 cases."

WM. WHITELEY

(Universal Providers)

WESTBOURNE GROVE, LONDON, W.

THE BIGGEST STORE IN THE WORLD.

HIGH QUALITY. MODERATE PRICES. PROMPT ATTENTION.

General Illustrated Catalogue (1250 pages), or any Departmental List sent free to buyers.

46

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST

Bottled in Japan by H. E. REYNELL & CO.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS

Hongkong, 31st July, 1903. [1898]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.,

have now 40,000 Cubic feet of Ice, Storage available at EAST POINT. Storage will be Open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 18th November, 1901. [75]

TONG CHONG WO & CO.

No. 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure

HAVANA CIGARS AND CIGARETTES

They are made of best Havana leaves and possess a mild and choice flavour.

Inspection courteously invited.

Hongkong, 26th May, 1904. [133]

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.

ALEXANDRIA & CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.

TRADE MARK.

LOTUS.

Large Size \$5.00 per 100

Gold Tippos Medium Size

\$3.75 per 100

ZAFAR.

Large Size \$4.50 per 100

Medium Size \$4.20



KARIM.

Large Size \$3.75 per 100

Medium Size \$3.50

THABIT.

Large Size \$3.00 per 100

Medium \$2.75 per 100

SOLE AGENTS FOR HONGKONG

KRUSE & CO., CONNAUGHT HOUSE.

THEODORO VAFIADIS & CO

MANUFACTURERS OF HIGH-CLASS FACTORY: CAIRO, EGYPT

EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace)

PURVEYOR TO THE BRITISH FIELD FORCE

CANTERBURY IN SOUTH AFRICA.

BRANCHES:

HOMBAY ... 20, ESPLANADE ROAD.

CALCUTTA ... 4, DALHOUSIE SQUARE.

RANGOON ... 72, MERCHANT STREET.

LONDON ... 19, BISHOPSGATE ST., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—

MESSRS. KRUSE & CO., HONGKONG

44

JAPAN COALS.

MITSUI BUSSAN KAISHA

MITSUI & CO.

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,

Chefoo, Chienin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,

Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki,

Kuchino, Sasebo, Maidaura, Miike, Hakodate, Aomori, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State

Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail

and Freight Steamers.

SOLE PROPRIETORS of the Famous Milks, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Hokoku, Hondo, Kanada, Fajinotana, Mamada, Mannoura, Onoura, Onoura, Onoura,

Sasahara, Tsukuburo, Yoshinotani, Yoshio, Yonokibara, and other Coals.

S. MINAMI, Manager, Hongkong.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I. A.B.C., Scott's

PORTLAND & ASIATIC STEAMSHIP CO.

CLEARANCE

DEPARTURE

VESSELS IN DOCK

ITS ON THE

YORK SUEZ

CLAYTON BUR
TUESDAY, the

LIMITED.

TO-MORROW,

CALCUTTA

VUD SASSOON

DEPARTURES AND ARRIVALS AND SAILINGS FROM

9th August 1941

"SAN CHEUN
Captain J. McGhie

Fare, \$3 each

GKONG-MACA

Week days) 1st Class

charged for each
on for two or more

8th September,

1000

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HUMANTRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PINGSUEY"	On 14th September.
GLASGOW and LIVERPOOL	"ACHILLES"	On 24th September.
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st October.
GLASGOW and LIVERPOOL	"ULYSSES"	On 8th October.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 14th September.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 22nd September.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 27th September.
LONDON, AMSTERDAM and ANTWERP	"PATROCLOS"	On 11th October.
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 22nd October.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 25th October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"DEUCALION"	On 3rd October.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS. [10-11]

Hongkong, 26th August, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"KAIFONG"	On 14th September.
MANILA	"TEAN"	On 18th September.
KOBE	"CHINGTU"	On 14th September.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 18th September.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [12]

Hongkong, 10th September, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
TIENSIN	"WOSANG"	Tuesday, 13th Sept., 4 P.M.
SHANGHAI	"KWONGSANG"	Tuesday, 13th Sept., 4 P.M.
MANILA	"YUENSANG"	Friday, 16th Sept., 4 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS. [12-13]

Hongkong, 10th September, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHIN-WAN-TAO OR CHEFOO, TO DURBAN-NATAL.

The following chartered steamers will run at intervals of about 3 weeks—

STEAMERS	LEAVING
S.S. "SWANLEY"	Captain J. B. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.

For Freight, apply to

GIBB, LIVINGSTON & CO.,
AGENTS. [20-30]

Hongkong, 6th September, 1904.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS,
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, VIA SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 14th Sept., at 10 A.M.
TAMU, VIA SWATOW AND AMOY	"M. STRUVE"	SUNDAY, 18th Sept., at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.

Hongkong, 5th September, 1904.

T. ARIMA, Manager. [15]

"SHIRE" LINE STEAMSHIP CO.

FOR HAYRE LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, will be despatched for the above ports on FRIDAY, the 23rd inst.

This steamer has superior accommodation for Saloon passengers.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents. [15-16]

Hongkong, 19th August, 1904.

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Bucknall Line Steamship

"BAROFSE,"

will be despatched for the above ports, on WEDNESDAY, the 14th inst., at DAYLIGHT.

For Freight, apply to

A. S. MIHARA, Agent.

Hongkong, 9th September, 1904. [218]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"HUDSON,"

will be despatched on or about the 15th September.

For Freight or further information, apply to

STANDARD OIL COMPANY OF NEW YORK.

Oriental Freight Department.

Hongkong, 28th July, 1904. [184]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH, A NEW LONDON THROUGH BILLS OF LADING ISSUED FOR

PARANAN, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"NUBIA,"

Captain F. N. Thilard, carrying His Majesty's Mails, will be despatched from this port for Bombay

on SATURDAY, the 24th SEPTEMBER, at Noon, taking passengers and cargo for the

about ports in connection with the Company's s.s. "Himalaya," 6,898 tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer

proceeding direct to Marseilles and London; other cargo for London &c. will be conveyed from Bombay by the R.M.S. "Persia," due in London on the 6th November.

Parcels will be received at this Office until 4 p.m., the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent. [1]

Hongkong, 10th September, 1904.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, SULTANA, COLOMBO, ADEEN, SUEDZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"AUSTRIA,"

Captain Colledani, will be despatched as above on FRIDAY, the 30th inst., P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents. [13]

Hongkong, 3rd September, 1904.

STEAM TO CANTON.

REDUCED FARES.

THE Commodious Steel Twin Screw Steamer

"TAT ON,"

Captain J. Lawrence, leaves the Tung Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.00 P.M.

returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 P.M.

FARES—

Saloon \$2.00

Chinese Saloon \$1.00

2nd Class 0.60

Storage 0.20

This well-known steamer has been fitted throughout with Electric Light. Unrivalled accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.

YIK ON S. S. CO., 309, Des Voeux Road Central.

Hongkong, 9th July, 1904. [1674]

HONGKONG-CANTON LINE.

THE British steamship

"YING KING,"

Captain E. J. Page, of 1083 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class \$3.00 for Single journey

2nd 1.50

Meals 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S. S. CO., LD. No. 216, Wing Lok Street.

Hongkong, 27th February, 1904. [17]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 18th May, 1903. [21]

AMOI ENGINEERING CO., LD. AMOI

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.

J. D. EDWARDS, Manager.

Amoy, 3rd December, 1903. [150]

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE

THE Steamship

"ISCHIA,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent.

CARLOWITZ & CO., Agents.

Hongkong, 5th September, 1904. [4]

NOTICE TO CONSIGNEES.

"SHELL" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"BULYSESSE,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 12th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

MCGREGOR BROS. & GOW.

Hongkong, 5th September, 1904. [2159]

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PATROCLOS,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 12th inst.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underinsured on or before the 15th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th September, 1904. [10-11]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From Australia, ex s.s. India.

From Australia, ex s.s. China.

From Calcutta, ex s.s. Palawan.

From Persian Gulf, ex s.s. B. I. S. N.

and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, To-day, the 9th inst.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 9th September, 1904. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALACCA,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, ex s.s. Arabia.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. To-morrow, the 10th inst.

Goods not cleared by the 16th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 9th September, 1904. [1]

NOTICE TO CONSIGNEES

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARAGONIA,"

FROM PORTLAND (OR), YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

This steamer also brings the Hongkong Cargo ex the Arabia.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 9th September, 1904. [14]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

